

Planning Commission Minutes  
March 28, 2024

(The agenda was filed with the City Clerk of The City of Oklahoma City at 4:37 p.m. on March 22, 2024)

8. (SPUD-1611) Application by Fisher's Investments, LLC to rezone 8000 South Shields Boulevard from I-1 Light Industrial District to SPUD-1611 Simplified Planned Unit Development District. Ward 4.

The applicant was present. There were no protestors present.

**RECOMMENDED APPROVAL.**

MOVED BY PRIVETT, SECONDED BY MEEK

AYES: CLAIR, POWERS, MEEK, PRIVETT, NEWMAN, GOVIN, PENNINGTON,  
NOBLE, LAFORGE



**STAFF REPORT**  
**The City of Oklahoma City**  
**Planning Commission**  
**March 28, 2024**

**Item No. IV. 8.**

**(SPUD-1611) Application by Fisher's Investments, LLC to rezone 8000 South Shields Boulevard from I-1 Light Industrial District to SPUD-1611 Simplified Planned Unit Development District. Ward 4.**

**I. GENERAL INFORMATION**

**A. Contacts**

**1. Applicant/Developer Representative**

Name	Dakota Desai
Company	Smith, Roberts, Baldischwiler, LLC
Phone	405-640-2292
Email	Dakota.desai@srbok.com

**B. Case History**

This application was previously PC-10919, a request to rezone to the I-2 District. The Planning Commission recommended the application be converted to a SPUD.

**C. Reason for Request**

The purpose of this request is to allow moderate industrial uses, specifically an Automotive Dealership.

**D. Existing Conditions**

**1. Comprehensive Plan Land Use Typology Area: Urban – Low Intensity (UL)**

UL applies to the least intensively developed areas of the city that still receive urban water, sewer, police, park and fire services. Development in this area should provide horizontal integration of land uses, connectivity within and between individual developments, and design that facilitates pedestrian and bicycle transportation.

**Comprehensive Plan Land Use Typology Layer: Heavy Industrial (HI)**

The HI layer is intended to accommodate industrial uses that are difficult to integrate with less intense uses due to negative impacts from heavy traffic, noise, or odors. This designation simultaneously concentrates heavy industrial users away from existing or future neighborhoods while preserving prime land that has attributes crucial to industrial businesses, such as proximity to highway and rail access. Small-scale industrial, office, or commercial development may be appropriate provided that it supports or buffers industrial uses and does not restrict future industrial development by fragmenting parcels.

2. **Size of Site:** 4.16 acres

3. **Zoning and Land Use**

	Subject Site	North	East	South	West
<b>Zoning</b>	I-1	R-1	I-2	I-1/R-1	R-1/C-3
<b>Land Use</b>	Warehouse	Residential	Outdoor Storage	Hotel/Residential	MH Park/ Auto Repair

## II. SUMMARY OF SPUD APPLICATION

1. This site will be developed in accordance with the regulation of the **I-1 Light Industrial District** (OKC Zoning Ordinance, 2020, as amended), except that the following restrictions will apply:

The following uses will be the only uses permitted on this site:

All uses allowed in I-1 Light Industrial District, as well as:

8300.14 Automotive and Equipment: Cleaning and Repairs, Light Equipment

8300.18 Automotive and Equipment: Automobile Dealerships and Malls

8300.14 and 8300.18 uses shall conform to applicable standards for specific uses in the I-1 Light Industrial District, excluding §59-9350.15. A.

**1.1 Minimum Lot Size:** in accordance with the base zone

**1.2 Minimum Lot Width:** in accordance with the base zone

2. **Maximum Building Height:** 1 story, 20 feet.
3. **Maximum Building Size:** in accordance with the base zone.
4. **Maximum Number of Buildings:** in accordance with the base zone.
5. **Building Setback Lines**

Front Yard: 25 feet

Rear Yard: none

Side Yard: 15 feet and a landscaped buffer of 5 feet.

6. **Sight-proof Screening:** No less than a 6-foot and no greater than an eight-foot-high fence or wall shall be required along the boundary of this parcel where it is adjacent to any residential use. Said fence or wall shall be constructed entirely of stucco, brick, stone, wood, metal, or any combination thereof and shall be solid and opaque.

7. **Landscaping:** The subject parcel shall meet all requirements of the City of Oklahoma City Landscaping Ordinance in place at the time of development.
8. **Signs:**
  - 8.1 **Free standing accessory signs:** shall be in accordance with the base zoning district.
  - 8.2 **Attached signs:** shall be in accordance with the base zoning district.
  - 8.3 **Non-Accessory Signs:** non-accessory signs shall not be permitted.
  - 8.4 **Electronic Message Display signs:** Electronic message display signs shall not be permitted.
9. **Access:** Access shall be permitted from the existing driveways as indicated in Exhibit B.
10. **Sidewalks:** Sidewalks will not be required under this SPUD.

**II. Other Development Regulations:**

1. **Architecture:** Exterior building wall finish on all structures shall conform with the base zoning district.
2. **Open Space:** Yard requirements in this SPUD shall be the same as the base zoning district.
3. **Street Improvements:** No street improvements will be required under this SPUD.
4. **Site Lighting:** The site lighting in this SPUD shall be in accordance with Chapter 59, Article XII, Section 59-12350 of the Oklahoma Municipal Code, 2020, as amended.
5. **Dumpsters:** Trash collection facilities in this SPUD shall be in accordance with Chapter 49 of the Oklahoma City Municipal Code, 2020, as amended.

Dumpsters shall be located within an area no closer than 50 feet from all property lines adjacent to residential use.

6. **Parking:** The design and number of all parking facilities in this SPUD shall be in accordance with Chapter 59 Article X of the Oklahoma City Municipal Code, 2020, as amended.
7. **Maintenance:** N/A
8. **Drainage:** Drainage improvements, if required, will be in accordance with Chapter 16 of the Oklahoma City Municipal Code, 2020, as amended.
9. **Other:** N/A

**III. Supporting Documents**

Exhibit A: Legal Description  
Exhibit B: Site Plan

### **III. REVIEW COMMENTS**

This application was submitted to the following agencies, departments, and/or divisions for review and comment. An asterisk indicates that the agency, department, and/or division responded with no adverse comments.

#### **A. Outside Agencies**

- 1. Oklahoma City-County Health Department**
- 2. Oklahoma City Urban Renewal Authority (OCURA)**
- 3. Oklahoma Gas and Electric (OGE)**
- 4. Oklahoma Natural Gas:** Please contact OKIE-ONE 1-800-522-6543 a minimum of 48 hours prior to excavation for the exact location of our facilities.
- 5. Oklahoma Water Resources Board (OWRB)**
- 6. School District: Oklahoma City**
- 7. Oklahoma Department of Transportation (ODOT)**

#### **B. City Departments**

- 1. Airports**
- 2. Central Oklahoma Transportation and Parking Authority (COTPA)**
- 3. Fire\***
- 4. Information Technology/Geographic Support**
- 5. Parks and Recreation**
- 6. Police**
- 7. Public Works**

##### **a. Engineering**

##### **b. Streets, Traffic and Drainage Maintenance**

##### **Storm Sewer Availability**

- 1) The Public Works Drainage Division staff has reviewed the subject application. All development, new construction, and/or substantial improvements planned within the proposed area shall be subject to chapter 16 of the Oklahoma City Municipal Code.
- 2) Storm sewers in accordance with the City's Drainage Ordinance will be required. Development abutting section line roads with drainage flows that exceed the capacity of OKC standard ditch detail (D-100) will necessitate the installation of enclosed storm sewer and/or concrete channel. These improvements shall be placed to provide a minimum of 35' clearance distance

from the centerline of the section. Concrete channels must be entirely outside public right-of-way.

- 3) A flood and/or drainage study will be required to establish finished floor elevations, common lot areas or private drainage easements. A final plat should not be submitted until the study has been reviewed and approved by the Public Works Department.
- 4) Plans for drainage improvements within the private drainage reserves and/or common areas must be submitted for review, and payment of inspection fees shall be made prior to construction. Building permits will not be issued until construction is complete. If a subdivision abuts a stream, the private drainage easements and/or common area along stream shall extend to flow line of stream at a minimum.
- 5) Place the following note on the plat and construction plans: Maintenance of the Common Areas and/or Private Drainage Easements shall be the responsibility of the property owner. No structures, storage of material, grading, fill or other obstructions, including fences, either temporary or permanent shall be placed within the common areas and/or drainage easements shown.
- 6) Drainage easements shall be clearly denoted as public or private in owner's dedication, on the plat, and/or in the plat notes.
- 7) Construction within the limits of this PC will require an erosion control plan in accordance with EPA Storm Water Discharge permitting: CFR Vol. 57, No. 175, September 9, 1992. A copy of the EPA Notice of Intent (NOI) will be required prior to the issuance of work orders or permits for construction activities disturbing an area of 1/2 acre or greater.
- 8) Sidewalks shall be installed for all new construction and/or at the time of a residential use to a more intense use on all lots having frontage on public streets classified as a major or minor arterial.
- 9) All private roads /streets will have private storm sewer systems.
- 10) Engineer/developers will be contacting PW for detention determination before they submit their final plat and plans.
- 11) Amend Section I.10 Sidewalks: Sidewalks will not be required under this SPUD. Sidewalks, if required, shall be provided in accordance with the City of Oklahoma City Municipal Code and ADA requirements at the time of construction of this SPUD.

**c. Stormwater Quality Management**

**d. Traffic Management\***

**8. Utilities**

**a. Engineering**

**Wastewater Availability\***

**Water Availability\***

**b. Solid Waste Management**

- 1) The City can provide solid waste collection services to commercial customers providing refuse is not excess of 270 gallons per customer per pick up § 49-30 (a). Otherwise, the customer will have to utilize a private hauler for dumpster service.

**9. Planning**

**a. Comprehensive Plan Considerations**

*The subject site is within the Urban - Low Intensity (UL) Area and within an area where the Heavy Industrial (HI) Layer applies. Policies for both are listed below.*

**1) LUTA Development Policies:**

Site Design:

- Utilize Best Management Practices (BMP) for stormwater whenever possible. (UL & HI)
- Developments should be served by urban water and sewer utility systems. (UL)
- Major and Minor Arterial frontages should be heavily landscaped. (HI)
- Buildings along Major and Minor Arterials should be held to a higher design standard. (HI)

*National, state, and local permitting require basic best management practices for stormwater management. Public water and sewer are available. The subject site is located along S Shields Boulevard, an arterial street. The SPUD adheres to the I-1 landscape regulations. The SPUD is requested to allow moderate industrial uses, specifically an Automotive Dealership, on a site that has already been developed.*

Location:

- Locate uses that generate high traffic volumes along arterial streets, frontage roads, and interstates.

*The subject site has frontage along S Shields Boulevard, an arterial street.*

Density: The Urban Low Intensity LUTA outlines a floor to area ratio (FAR) of 0.2 to 1.0 for non-residential developments. *The existing development on the subject site has an approximate FAR of 0.13. If the site were to be redeveloped, the SPUD regulations could provide a FAR within the UL LUTA range.*

Automobile Connectivity:

- Maintain, create, and enhance a street network that is highly connected to increase number of viable commercial locations and the effectiveness of the transportation system. (UL)
- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points. (UL & HI)
- Development fronting arterials should take access from intersecting streets where possible. (UL & HI)
- Retail developments should provide an internal vehicle and pedestrian circulation system between new and existing centers and individual stores. (UL)
- Provide vehicular connectivity between adjacent developments. (UL)

*The subject site currently has two improved drives along S Shields Boulevard and one improved curb cut along Linda Lane. The SPUD regulations seek to maintain the existing access pattern.*

Pedestrian Connectivity:

- Provide sidewalk connections to adjacent development. (UL & HI)
- Within parking lots, provide pedestrian access ways separated from vehicle aisles. (UL)

*Sidewalks are not currently available on the subject site and would not be required by the SPUD regulations.*

- 2) **Compatibility:** The comprehensive plan includes a land use compatibility matrix used to identify potential conflicts between major land use categories. When locating the proposed uses adjacent to existing residential uses, “Building Scale and Site Design”, “Traffic”, and “Operational Impact” are potential compatibility issues identified by the comprehensive plan.

Building Scale and Site Design: The comprehensive plan calls for mitigation measures for new projects if setbacks are significantly deeper or more shallow than the predominant character of adjacent development; the building’s orientation to the street differs from the predominant character of adjacent development; building size or street frontage dramatically differs from that of adjacent uses, the lot coverage (including buildings and paved areas) dramatically exceeds that of adjacent uses, or if buildings within 40 ft. of a single-family residential structure exceed a 3:1 ratio in height. *The site is developed with an existing building that houses multiple tenants. The SPUD adheres to the I-1 landscape regulations and specifically calls out a 15-foot setback and landscape buffer on the north and south adjacent to residential uses. If new development were to occur, the SPUD regulations have a lower maximum building height than allowed in the adjacent residential zoning districts.*

Traffic: Mitigation measures should be used if the development is inconsistent with the Street Typology, or would substantially exceed the average daily traffic of existing, adjacent uses. *The subject site is located along the east side of S Shields Boulevard, a major arterial street. No issues requiring mitigation were identified.*



Operational Impact: The comprehensive plan calls for mitigation measures if new projects propose uses that generate noise levels above those found in typical residential settings, have detectable odors, spill light above that found in typical residential settings, or operate after 10 p.m. within proximity to residential uses. When located near residential uses, the comprehensive plan calls for containing operating effects (including noise and odor) within building walls, using vertical screening to block any mechanical equipment and service areas, and directing light away from adjacent residential areas. *The SPUD is requested to maintain the existing I-1 District regulations and add the Automotive Dealership. The proposed industrial regulations are consistent with the comprehensive plan's Heavy Industrial Land Use Typology Layer.*

**3) Service Efficiency:**

- Water: *Served*
- Sewer: *Fully Served*
- Fire Service: *Urban Service Level*

**4) Environmentally Sensitive Areas:** No ESAs were identified on the subject site.

**5) Transportation System:** This site is located off S Shields Boulevard, a Major Arterial Street, and Linda Lane, a Neighborhood Street, both in the Urban Low LUTA. The nearest transit (bus) service is located to the west, along S Santa Fe Avenue.

**6) Other Development Related Policies**

- Require sidewalks on both sides of all streets in urban LUTAs. (C-7)
- Improve the functionality and efficiency of the street network by:
  - Providing direct connections from residential developments to nearby places and to each other.
  - Providing street and sidewalk stubs to adjacent vacant land in anticipation of future development.
  - Connecting new development to existing street and sidewalk stubs, and to existing trail, open space, and bicycle networks.
  - Reducing block sizes and use of dead-end streets.
  - Maintaining the existing street grid to preserve connectivity and mobility options. (C-11)
- Limit driveways on arterials and collectors and increase connections between uses to improve safety and traffic efficiency. (C-30)

**b. Plan Conformance Considerations**

The subject site is located along the east side of S Shields Boulevard. The site is zoned I-1 and developed with an existing multi-tenant building that has served a variety of office, retail, and warehouse uses, along with a church. The subject site has frontage along S Shields Boulevard, on the west, and Linda Lane, on the east. The subject site is within the Urban - Low Intensity (UL) Area and within an area where the Heavy

Industrial (HI) Layer applies. North of the site is zoned R-1 with a single-family home fronting S Shields Boulevard and a residence with outdoor storage fronting Linda Lane. The property across Linda Lane to the east is developed with two office/warehouse buildings. Abutting the subject site to the south are a motel zoned I-1, fronting S Shields Boulevard, and a single-family home zoned R-1, fronting Linda Lane.

The SPUD is requested to allow industrial uses, specifically an Automotive Dealership with I-1 Light Industrial District base zoning. The desired use is conditional within the existing I-1 District, but the site does not meet two of the conditions that state “the use shall not be allowed on a major arterial street with less than 300 feet of public right-of-way if a residential zoning district exists directly across the street.” The mobile home park across the street to the west is zoned R-1. The other condition prohibits access to streets with less than 51 feet of public right-of-way (Linda Lane).

A proposal to rezone the subject site to the I-2 District was considered by the Planning Commission, who recommended the application be converted to a Simplified Planned Unit Development District. The application has been converted, and the proposed SPUD maintains the existing I-1 District as the base zoning district, while allowing the intended use of an automobile dealership. Screening and landscape buffers are required adjacent to residential zoning, and building height is limited to 20 feet. The proposal is consistent with the comprehensive plan’s Heavy Industrial Land Use Typology Layer.

#### **IV. STAFF RECOMMENDATION**

*Staff recommendations are advisory only and do not constitute Planning Commission decisions. Staff recommendations are based on a technical evaluation of information submitted at the time of review. Determination of conformance with policies contained in the comprehensive plan is the purview of the Planning Commission. Planning Commission decisions require a vote of five members to approve or deny an item. The Planning Commission may consider in its decision-making process any additional relevant information presented at the public hearing by the public, applicant, and/or City departments.*

##### **Approval of the application.**

All Engineering Division and Water/Wastewater Utilities Division requirements must be met. Additional changes to the SPUD may be required during either Division’s review of construction plans and prior to City Council approval.

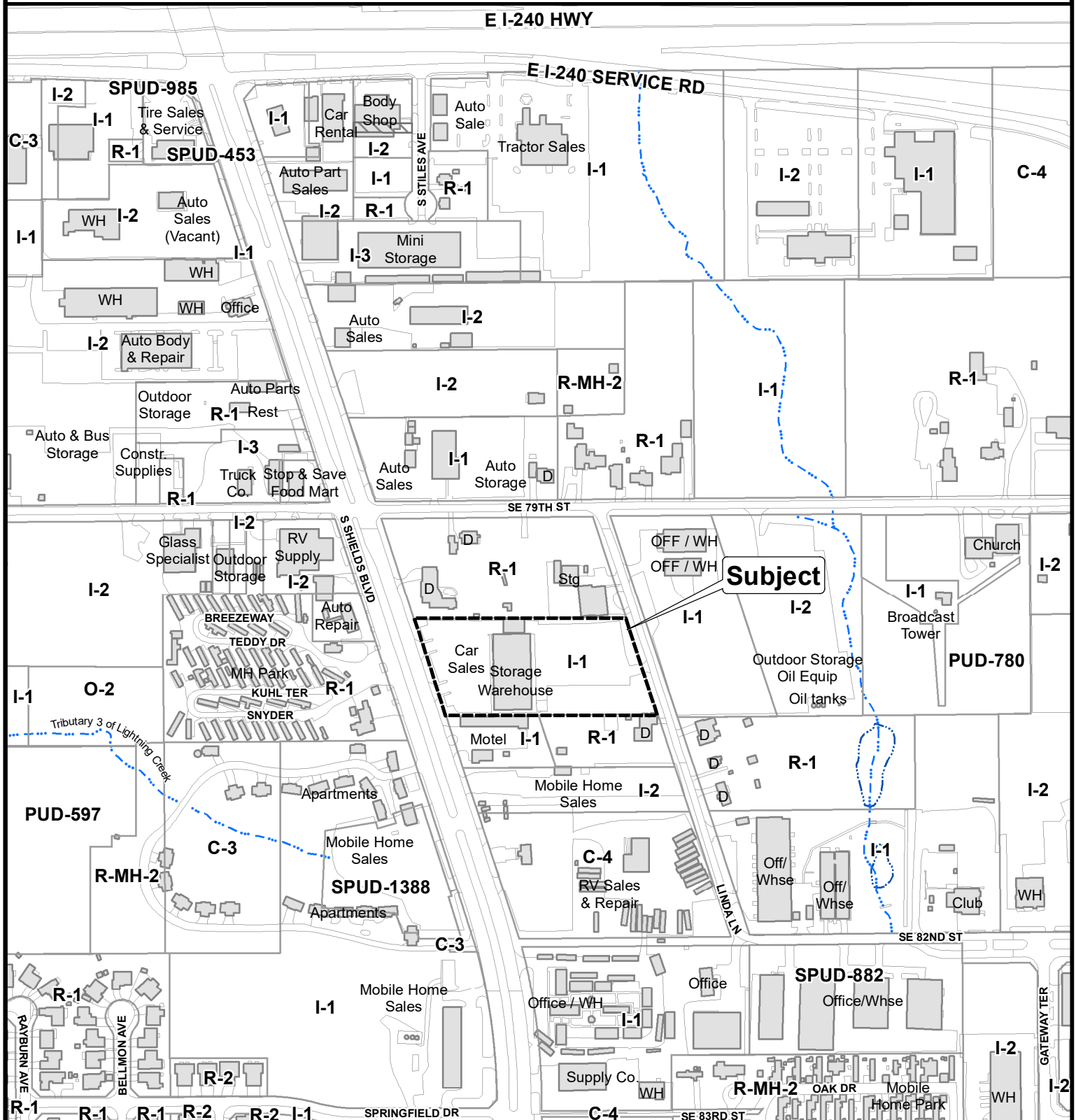
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Case No: SPUD-1611

Applicant: Fisher's Investments, LLC

Existing Zoning: I-1

Location: 8000 S. Shields Blvd.



# Simplified Planned Unit Development

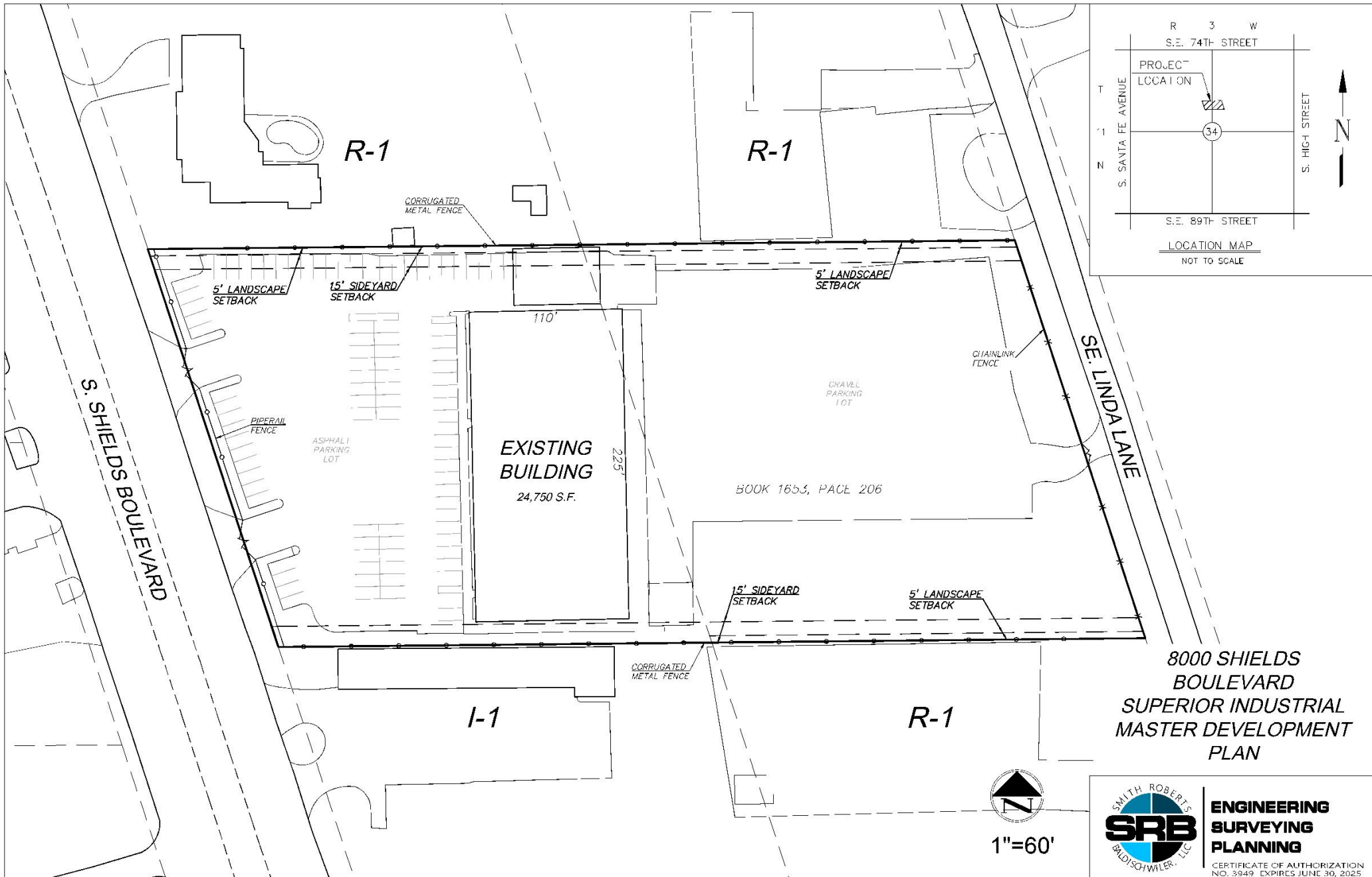


The City of  
OKLAHOMA CITY



0 200 400 Feet

SPUD-1611 Exhibit B: Master Development Plan





Case No: SPUD-1611      Applicant: Fisher's Investments, LLC  
Existing Zoning: I-1  
Location: 8000 S. Shields Blvd.



Aerial Photo from 2/2022



The City of  
OKLAHOMA CITY

## Simplified Planned Unit Development



0 200 400  
Feet